

Official and Classified ADVERTISEMENTS

Continued from Page 15

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50-MILES NOT ON — says Gundelach at Hull



Finn Gundelach

WIDE EXCLUSIVE national limits do not feature in present plans for an EEC Common Fisheries Policy. This was made clear in Hull last Friday by EEC Commissioner Finn Gundelach.

He also warned that swapping on fishing rights with third countries would not work with exclusive zones. "It becomes a bargaining zone", he said.

Representatives of fishermen had travelled from as far as Shetland and Devon to hear some gloomy news for British limit hopes. Even small ports like Newhaven in Sussex were represented at the conference organised by the Hull City Council, which saw Mr. Gundelach in a first time face-to-face with fishermen outside Brussels.

Overseas delegates to the conference came from Germany, France, Ireland and Holland.

Tradition

Mr. Gundelach gave every indication that a 12-mile limit would be the basis of a new policy. "The figure of 12 miles has a long tradition and also respects historic rights."

In existing treaties there were provisions up to 12 miles, pointed out Mr. Gundelach.

There was widespread concern about the state of EEC fish stocks. If they are being fished too hard then it is not the fault of fishermen, said Mr. Gundelach. "It is the fault of Governments and politicians that there is no agreement."

Exclusive limits were too blunt an instrument to use to conserve fish. The same result can be brought about with more flexible arrangements, added Mr. Gundelach. The EEC had too long been in the position of finding common ground on fisheries. During this time over-fishing

had been taking place in European waters. This had been done to some extent by European nations, but the main damage had been done by third countries — many of which had not traditionally fished in our waters.

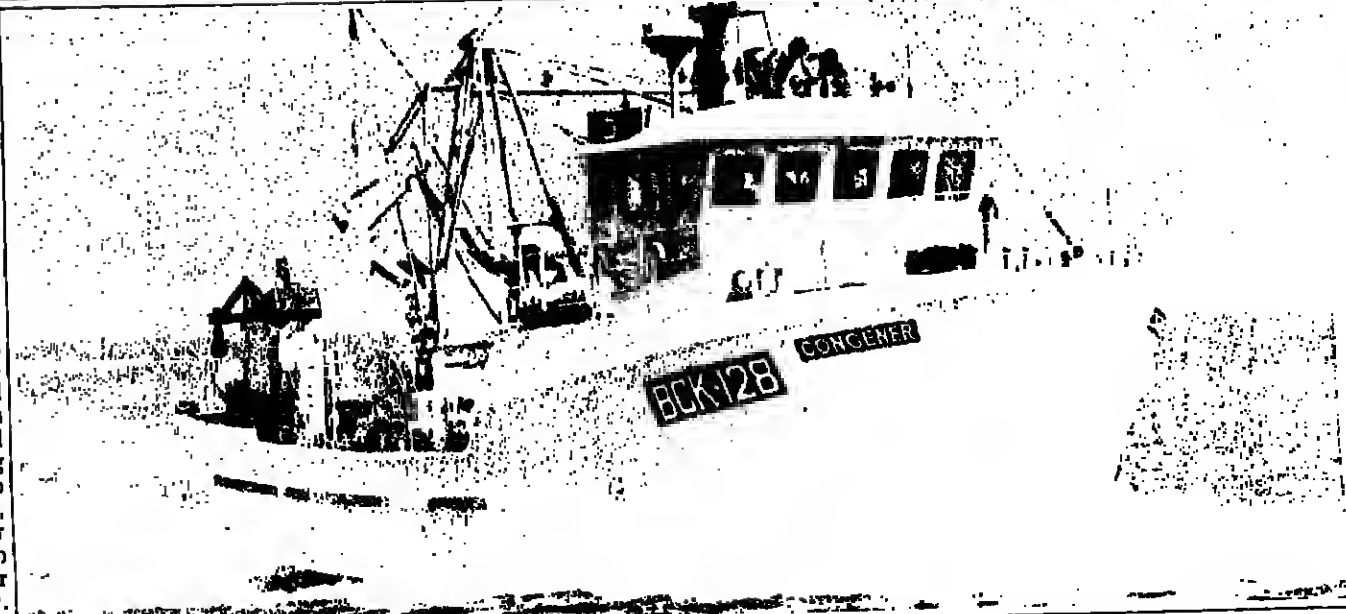
After listening to strong criticism of the Common Fisheries Policy, Mr. Gundelach pointed out: "It is wrong to criticise the CFP, because it doesn't exist."

Mr. Gundelach explained his position to wide exclusive zones. Allowing third countries into exclusive zones on a reciprocal basis would turn them into bargaining zones. If you are prepared to give third countries access, then you cannot tell other Community members to keep out. "It is not fair or realistic", claimed Mr. Gundelach.

If Britain tried to do a deal with Norway based on an exclusive 50-mile limit, the Norwegians would not listen, he warned.

There was also criticism of the UK's attitude to exclusive fishing rights during the dispute with Iceland. Both German and Dutch delegates reminded the conference that there had been no willingness in the UK to accept Iceland's right to an exclusive limit. Now the story had changed. Taking off his EEC hat and

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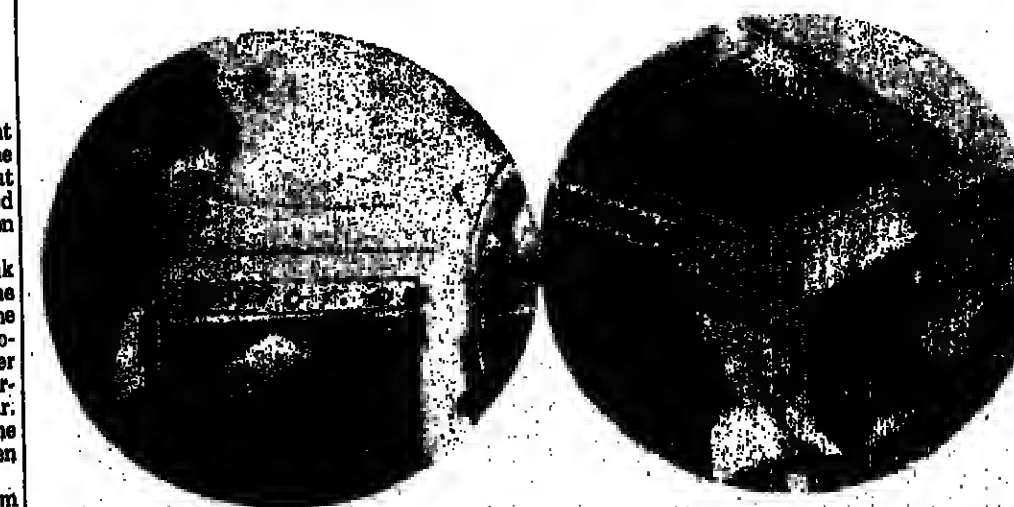
Congener sets off

Next time you want to put to sea, will you be allowed to?

The 79ft. multi-purpose boat Congener (above) was due to leave the Bideford Shipyard in Devon this week for North Shetland after completing her fishing trials. Built for the Moore family, she will be commanded by Skipper Alan Moore Jr. Full description of this new vessel next week.

All UK fishing vessels over 40 feet must be fitted with a type approved 2182 kHz watch receiver from 1 January 1978 by mandatory regulation — and receiver must be in full working order at all times.

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£92,434 record for the Forester

NEWINGTON'S Hull-based stern trawler C.S. Forester set a record grossing for a British wet fish vessel last week with a £92,434 catch.

Also a record were the ship's average daily earnings during the voyage which amounted to £4,622 a day during a 20-day trip to the Norway Coast/White Sea grounds under Skipper Dick Taylor.

C.S. Forester's trip receipts were £5,129 more than her previous best. She made £87,305 for a Norwegian Coast turn-out of 2,950 kits in February. The trip was also £2,700 above that of a January landing by Newington's Hommond Innes.

Her huge grossing made on Thursday of last week was with a catch of 2,982 kits and it fell £8,106 short of the national record for all-comers discharging in Britain.

That record is still held by the Icelandic trawler Ogr, which marketed a £98,540 catch at Grimsby last November.

Among the 2,982 kits brought back by C.S. Forester were 130 kits of had-dock which averaged £35.77 per kit. This vessel's codstuffs averaged £37.14 a kit, while 619 kits of red fish averaged £13.69.

The only other vessel serving the same market was Boyd Line's Arctic Corair. Skipper C. Pitta had been fishing home waters to conserve distant water quotas.

Owing to bad weather and small catches, however, the 15-day trip resulted in a considerable loss. The vessel's 542 kits earned only £8,883.

Dutch sail off

From page two

legal entry to the 50-mile zone, illegal fishing, heving fish illegally aboard and not having their gear stowed.

The skippers are: Huthierus Plug of Dirk Diekerik; J. B. Bal of Onderneming; C. Zwaart of Jan Maria; Peiter Haasnot of Schout Celthuis; J. V. Rijn of Frank Vrolijk; Peter Stam of Egmond; Ari Hofland of Willem Vonde Swan; J. M. Plub of Ari Ouwehond; and C. A. Schunberg of Moniko.

The Dutch are testing the new Irish 50-mile limit, and in Cork, skippers and crewmen of the Dutch trawlers told Fishing News that they were acting on instructions from their trawler owners. They had received their instructions from the Dutch government.

In Holland the Netherlands Government issued about the arrests, that the EEC should take action

against the Irish. In Dublin the Dutch Ambassador protested to the Irish Minister.

The EEC Farm and Fisheries Commissioner, Finn Gundelach, announced in Brussels on Monday that the EEC would begin action against Ireland and he wrote in the Irish government asking it to explain the arrests.

In Cork, the Dutch asked for the case to be referred to the European court, but District Justice Carroll decided to begin hearing evidence. The Dutch offered no evidence in their defence, but their legal representatives said they were acting under Dutch Government instructions not to fish within 25 miles of the Irish coast.

That was a temporary measure while the Dutch waited on a reply to its fishing plan which it sent to the Irish Government via the EEC two weeks ago.

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Organisers: Eagle Exhibition Consultants Ltd. Ludgate House, 110 Fleet Street, London. EC4A 2JL. Tel: 01-363 4886/9 Telex 7111

DoT rules

From page two

Jim Smith, former skipper of Fortuno, said his family had sold the boat partly as a result of the regulations and the fact that they would have had to spend "a lot more than the £500 survey fee."

Mr. Ed Smith, skipper of Sincerity II and president of the Arbroath association, said: "We don't own our boats any more. All the fishermen are doing is earning more and more money for Westminster."

"The regulations are slowly killing off the inshore fleets." "Fortuno was and is perfectly seaworthy, and I feel that these regulations are far too severe and little more than a hindrance to our work," he said.

George Milne, skipper-owner of Oor Lass, said he had no intention of putting his vessel through a survey "because it is not worth £500."

"My boat is up for sale because I would rather do that than go through a survey. No matter what kind of boat is tied up in the harbour you own you expect to have to pay between two and three

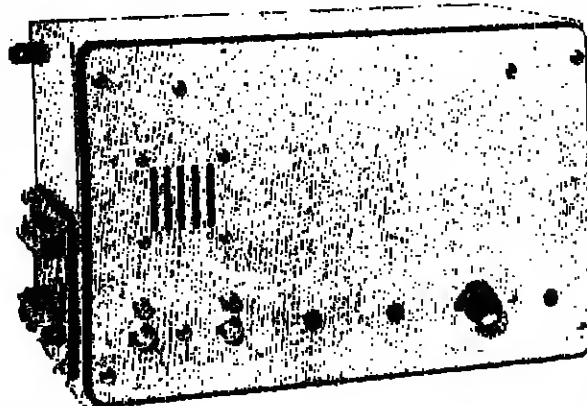
thousand pounds to comply with regulations.

"I think whoever drew them up must have been farmers or something, they certainly weren't seamen. As far as inshore boats are concerned the regulations are a load of rubbish they just don't apply."

Bill Gargill, part-owner of Glad Tidings with his brother Jim, said the outlay on their boat to comply would have run into thousands of pounds. "There are too many so-called experts in this industry now," he said. "Glad Tidings is tied up in the harbour waiting for a buyer and we'll be looking for other jobs."

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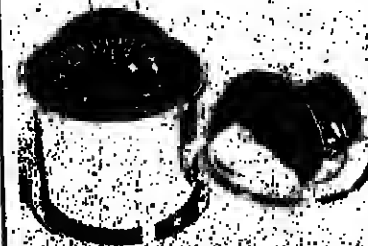
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Buckets fall to save trawler

THE 43-year-old Fleetwood trawler *Neils John* (right) sank about 15 miles off the Isle of Man on Thursday last week.

Water started pouring in through her engine room and, when the pumps failed to keep up with the inflow, the crew used buckets to bail.

The engine then stopped after Skipper Colin Kneale had cut away her trawl.

The skipper and his two-man crew took to the life raft and, after some three to four hours, were picked up by the scalloped *Fred Wood* and landed on the Scottish west coast.

The wooden *Neils John* was built at Frederik-sund, Denmark, in 1934 and has worked out of Fleetwood for many years.

'Too early' for planes decision

NIMROD aircraft seem likely to continue as the mainstay of the aerial side of fishery protection, but small twin-engined aircraft for a selection of protection duties have not been ruled out.

That was the essence of a Government reply last week when Michael McNair-Wilson (Con, Newbury) suggested in an adjournment debate that using the Nimrod

was like putting a policeman on patrol in a Rolls-Royce. It is spending excess money.

He suggested that the Foirey - Britten - Norman Maritime Defender (pictured in *Fishing News*, May 6) is a "rugged, simple alternative".

Jamies Wellbeloved, under secretary for the RAF, outlined the advantages of the Nimrod and how it had been chosen.

Speaking of the Defender he said: "We have not closed our minds in this option or to any other."

The aircraft had an impressive specification and appealing price, but he did not see it as a competitor of the Nimrod.

However, there was a lot of duties for aircraft and that the Nimrod is particularly versatile did not rule out the possibility that selection of the duties could be performed well economically by a small fixed-wing aircraft.

"It is too early to say what type of air support fisheries policy will require," he said.

For the present the Nimrod serves excellently in a fishery protection and surveillance role.



Real Madrid — 95 tons of sandeels aboard.

CONSOL'S SHIPS ON SANDEELS

CONSOLIDATED Fisheries' two former distant water trawlers, *Real Madrid* and *Carlisle*, are now industrial fishing from Grimsby for sandeels.

This is a new venture for both trawlers and underlines the versatility of the 140-footers since they were converted into multi-role vessels.

With the sandeels season now in full swing, the vessels are finding this new fishery fairly remunerative.

The skippers are having to feel their way a little, however, and a number of teething problems cropped up. The vessels should manage two trips weekly once they are sorted out.

The main area for sandeels

is about 80 miles north-east of the Humber. In just two short trips last week the pair landed about 140 tonnes, with *Real Madrid* putting ashore just on 95 tonnes of this figure.

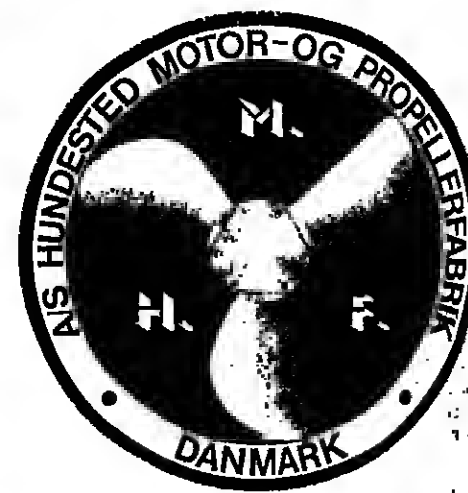
Only two other local vessels, *Samantha* and *Glen-da*, are working sandeels this season, so there is virtually no delay in turning *Real Madrid* and *Carlisle* around.

The pair were late starters, having to wait for special nets before they could begin, but are now hoping to make up for lost time with a series of good catches before the season ends.

They may shortly be joined by *Crystal Palace*, the third conversion, which has been on charter to the WFA exploring the potential of blue whiting.

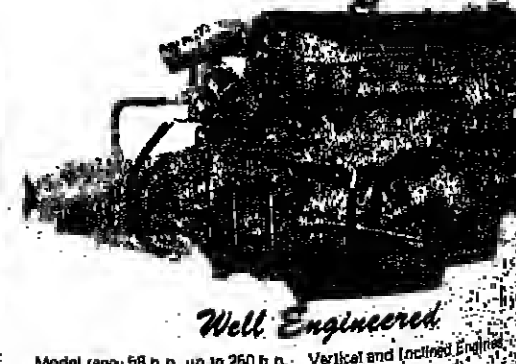
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Delivery trip shambles

AS EX-BOSTON SHIPS DOCK IN AFRICA

FLEETWOOD trawlermen who sailed the former local trawlers *Boston Marauder* and *Boston Attacker* to Monrovia, Liberia, intending to work the vessels from the African port have returned to this country incensed.

Marauder, renamed *Lina* and *Attacker* now the *Kothia*, were purchased by Monrovia interests from Boston Deep Sea Fisheries.

Last week the chief engineer of *Lina*, Brian Webster of Fleetwood, said: "In Fleetwood we dealt with a month's pay the moment we docked in the port at Monrovia."

"For me that would have been 425 American dollars. *Lina* arrived in Monrovia a week before *Kathia* because *Kathia* was held in Dakar having repairs done. It took us 15 days' steaming to get there."

"When we arrived in

Liberia there was just nothing for us. There was no money and nothing had been laid on for the ships' arrival. Even a business associate of Mr. Kassabli knew nothing of the trawler deal. There was no accommodation. There was no money and very little food aboard the ship. We had to rough it."

"After a week or so *Kathia* and Mr. Kassabli arrived from Dakar. But there was still no money forthcoming — and that meant there was no money for the families back home."

"Conditions aboard the ship were terrible, hot and sticky and no air conditioning. It was like living in an oven. Some men went to a hotel but it was a bugbit."

Mr. Webster added: "When he (Mr. Kassabli) was in Fleetwood he promised us cash in our hands when we arrived, good conditions out there and the promise of at least a few months' work on good wages."

"It turned out to be all promises and little else — a big let down."

"Eventually we pestered

Mr. Kassabli into flying us home. It was an experience I was glad to get behind me. It was a farce. Mr. Kassabli was full of big ideas and he wanted it all done that minute."

"How they will fish in these big ships I'll never know. They are twice as big as anything they have got there."

The side trawler *Boston Explorer*, commanded by Skipper Bill Anderson, had returned from the White Sea after 25 days with 903 kits, including more than 800 of cod, which sold for £26,804.

Skipper Otto Jensen and his crew in the seiner *Chormor* had 183 kits. It was almost all quality Irish Sea cod and the catch sold for an outstanding £7,362.

BEAMERS: NO DEMO

THERE has been no move to implement threats of militant action against Dutch beam trawlers by Fleetwood Inshore Fishermen's Association.

On Thursday last week three Dutch vessels put into port.

The association had made the threats because it claims the Dutch vessels are

decimating the Morrocan Bay grounds. The Dutch vessels' sales are shipped to Holland by container but other fish they catch have been put on the local market.

After a meeting between the inshoremen and the Fleetwood FMA, the merchants instructed their members not to handle the Dutch catches.

Mohave back

THE steel-hulled Grimsby multi-purpose boat *Mohave* — out of fishing since the end of the south-west mackerel season in March — resumed operations last Friday.

She is now a single-boat bottom trawler working the North Sea skippered by Tom Evans.

The 74-footer should have gone back to pair trawling after returning from the mackerel but her sister-ship, *Sioux*, sank en route from Lowestoft to join her.

Mohave was withdrawn from fishing, as a precaution, pending a company inquiry into the sinking of *Sioux* by owners, the Decca Fishing Co. of Grimsby.

It is expected that *Mohave* will work with *Shamewee* when the latter has completed a refit.

Giant of the pursers

From page three

transporters have their own power supply. This consists of a hydraulic pump driven from an electric motor which is fed by both of the Newage alternators in the engine-room.

Kvaerner of Norway supplied the refrigerated seawater system and there is capacity in the six tanks for 320-tons of herring.

Some 420-tons of sprats could be carried in the tanks in bulk, while a further 130 tons could be carried in the shelterdeck on top of the tanks in pounds built up from stanchions and aluminium boards. There is space at the forward end of the shelterdeck for carrying fish in boxes, too.

The condensers for the RSW system are fitted at the after end of the shelterdeck and there is an Autronic thermometer to indicate the temperature of the tank water.

On the way to the fishing grounds 100-tons of seawater is pumped into the tanks and, by the time fishing starts, this will have cooled down to minus 2C, ready to receive the catch.

Large hatches are fitted in the upper deck, above the tanks, and there is a smaller hatch over the boxing area in the forward end of the shelterdeck.

The fish and water separator for use with the fish pump is also fitted on the upper deck.

Fish finding aids are by Simrad and they are grouped around the skipper's chair in the starboard part of the spacious wheelhouse. These include SU and SQ sonar sets, plus EQ and EL echo sounders.

Other equipment in this position includes: 'Sailor' RT 144 and Svenska vhf radio telephones; Phonico Intercom system; Robertson AP6 automatic pilot and controls for engine and propeller, side thrusters, lights and steering gear.

Equipment grouped

around a chart table in the wheelhouse includes Decca Mk.21 Navigator, 'Sailor' T122 R105 radio telephone and Taiyo automatic direction finder.

Also fitted in the wheelhouse are: Decca 916 radar; Robertson APC 6 compass coupled to the autopilot and Tenford H115 ESC hand and power hydraulic steering gear. An extra radar and radio telephone will be added later.

Accommodation for the crew is lavish — the best yet seen on a Scottish-based vessel. A suite for the skipper leads off the after end of the wheelhouse and comprises day cabin, sleeping berth and shower, washbasin and w.c.

On shelterdeck level there is a large messroom fitted with colour TV and Tandberg stereogram.

Cabins

Equipment in the galley, which leads off the forward end of the messroom, includes Beha cooker, double stainless steel sink unit and Kenwood food mixer. A large fridge and a deep freeze unit is fitted forward of the galley.

There are one and two berth cabins for the crew on shelterdeck level and below deck sit, plus ample washing and toilet facilities, and also a Siwamat clothes washing machine.

A Pyro oil-fired central heating boiler is fitted in the engine room.

Skipper Slater told *Fishing News* that he has been planning to buy a boat of this size for about 18 months. He added that *Sette Mari*, in fact, spent most of her time under herring West of the Shetlands and that he has occasionally seen her there.

She is a far cry from Skipper Slater's two previous commands, both of which are wooden vessels in the 80 ft range. Named *Aquarius* and *Aquila*, both boats are currently up for sale.

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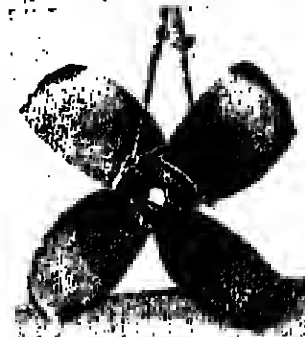


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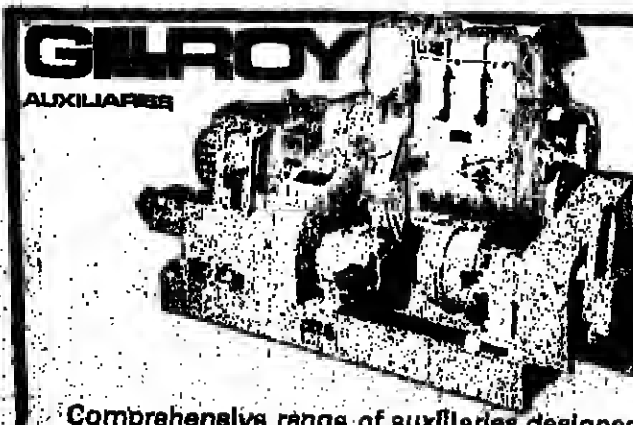
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MINI BOOM AS TRIPS PICK UP

AS WET FISH landings at Hull fell to their worst-ever level last week with just one deepsea and a handful of seiners, at Grimsby there was something of a mini boom.

A firm market saw the heaviest landings (around 25,000 kits) since the end of March.

However, much of the success was due to better fishing on the middle water grounds and in the North Sea, as there were only four distant water trawlers landing less than 5,000 kits.

Pick of these was the Boston Group's *Boston Phantom* (Skipper Wally Nutton) which notched up £43,338 on the Monday market from 1,497 kits — end was never overhauled.

The group has gone through a very bad time at Grimsby so far this year and it was some small consolation to the firm that *Boston Phantom* did so well on her first

trip back after a routine survey and refit.

Much credit must also go to Skipper Nutton, who turned out a fine 26-day White Sea plaice trip just short of 1,000 kits in addition to his 'retion' of 450 of codfish.

The Consolidated Fisheries' trio of *Bornalea* (£41,354), *Huddersfield Town* (£39,049) and *Nottingham Forest* (£33,076) completed this section with White Seas trips, all in four figures of kits, and mostly made up of codfish.

For once BUT had a bleak week in the distant water category, but it more than



Boston Phantom — top trip after a refit.

made up for it on the Westerns. Haddock and cod landings came good again and there was not so much rough stuff about.

Ross Jaguar (Skipper Denis Speck) managed to net £23,996 from 778 kits after 17 days, against £22,480 from 753 kits over 18 days.

Both vessels landed good catches of cod and haddock, while *Ross Jaguar* was just

about the only middle water ship to turn out a decent quantity which sold well. *Ogonio* spoilt a decent haul by BUT, as following the *Jaguar* were *Ross Tiger* (£19,327), *Ross Tiger* (£19,269), *Ross Tiger* (£18,587), and *Ross Tiger* (£17,118).

Essentially the outstanding small boat performance came from *Margrethe Bojesen* (Skipper Jens Bojesen) and *Frances Bojesen* (Skipper Richard) with a near pair pnr towing grossing £27,749 after a 10-day North Sea trip of 1,337 kits.

The haul was mostly cod and it sold through to John R. (F.S.) Ltd. again 'like hot cakes'.

It was the seventh time the team had broken the record in just over a year as *Margrethe Bojesen* was on its first time to the pair trawlers had both grossed £20,000. Respective figures were £26,119 from 728 kits and £21,630 from 612 kits.

The pair also broke their daily average port record of the hargain!

Seiner honours went to another Bojesen; this time Skipper Anton Bojesen. *Hekimael* got enough lemons in his 198-kit trip to gross £27,730 through Consolidated agency.

COMMENT

Unswayed by Gundelach

FOR MANY British fishermen, a conference staged in Hull last Friday, provided them with their first opportunity of seeing a top flight Brussels bureaucrat in action. It was a very professional performance from EEC Fisheries Commissioner Fin Gundelach. A promise of compensation for the British fishing industry, a deft touch of criticism for the EEC and some nasty words about Eastern bloc fishing fleets, all tended to obscure the real meaning of his visit, which was to soften-up the industry for a body blow when it comes to the revision of the Common Fisheries Policy.

Between the lines of Mr. Gundelach's eloquent words the message was stark and clear: no wide exclusive national limits.

After making it plain that he only made proposals and not decisions, Mr. Gundelach proceeded to try and butcher the whole case for wide exclusive fishing areas.

In speaking out against limits, Mr. Gundelach gave some clues about the Commission's proposals. It seems that these will start from a 12-mile baseline with restrictions on the size of vessels in graded areas beyond that.

This ties in with Mr. Gundelach's statement, that the problems of inshore and deepsea fishing have to be treated separately. Here he seemed to be having a dig at the claim for a 50-mile exclusive limit by all sections of British fishing. Put together, one section will suffer at the expense of the other warned Mr. Gundelach.

After coming to Hull seemingly to do a demolition job on the hopes of British fishermen for a 50-mile limit, Mr. Gundelach will be only too well aware that he failed. By the end of the conference, all the British and Irish delegates were still convinced that wide limits were their only salvation.

It can be said of Mr. Gundelach, that he came, he saw, but he did not conquer. Fishermen are still sure that the only way they can safeguard their future is with a wide stretch of protected water.

Going Dutch

THE HULL freezer trawler *Orsina* sailed for the Scottish west coast grounds on Wednesday for her second blue whiting trip this year. She had just landed 500 some of blue whiting at Hull, but her next catch will be sold in Holland.

FRENCHMAN FINED £600

THE SKIPPER of a French trawler oarported into Plymouth on Saturday by the frigate HMS *Niod* has been fined £600 for fishing with a small mesh net.

The skipper, Michel Larnicol of Locudy, Brittany, was also ordered to pay £70 costs and to forfeit that part of his trawl net which contravened the regulations.

Larnicol was told by the presiding magistrate at Plymouth on Monday that in-

ternational regulations made to conserve fish stocks, and that the net was not to be used.

His trawler *Gouet* was boarded by an inspector from the Ministry of Agriculture, Fisheries and Food who was on board when the boat was spotted fishing off the Isles of Scilly.

The skipper, through defence, said he thought it not would pass the necessary tests. The net had brought a few months ago by a co-op in Brittany.

Mr. Larnicol is believed to have tendered his resignation some four weeks ago following

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May 13, 1977

Resign call to 'severe' surveyor

BRIXHAM fishermen have called for the resignation of the Department of Trade's chief surveyor in the south-west, Brian Matthews, because of controversial decisions which have prevented two local trawlers from fishing.

Angry fishermen are demanding the resignation of Southampton-based Mr. Matthews following the voluntary resignation of Jack Brenton, the Brixham-based government surveyor who has been carrying out stability tests on local trawlers.

Telks were held between Mr. Matthews and Mr. Brenton in Southampton on Friday, but no one was willing to say what resulted from them.

Les Cunningham of Brixham, chairman of the South-West Fishermen's Association which has been leading a campaign for a review of how the regulations are being applied, said: "We are demanding that Mr. Matthews is removed because we consider he has applied rules with a severity contrary to the department's promise that they will be applied with reasonableness and understanding."

"He has twisted on a vessel having her survey before the date required and he has also applied rolling tests to a beam trawler instead of inclining tests."

Mr. Brenton is believed to have tendered his resignation some four weeks ago following

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in BRIEF

A COW spotted swimming a mile offshore and towed in by a fishing boat last week has died of pneumonia. The cow had to be winched up the 20ft. sea wall near Holywell, Essex.

THE EEC Commission has increased the refund for exports of frozen whole mackerel to non-members to four units of account per 100 kilograms. The new rate is payable from April 29, 1977, until further notice.

ELEVEN foreign fishing vessel skippers were punished by fines ranging from £250 to £20,000, plus confiscation in some cases, in British courts during the first four months of this year, according to a written reply in the House of Lords on Monday.

THE KEEL has been laid at Seahouses, Northumberland, for a 38ft. trawler being built by R. Dawson and Son for David Shiel. Due to be launched next year, she will be similar to *Respect* launched last year.

LOBSTER fishermen, Dennis 'Troke of Ringwood, has found a tropical trigger fish in one of his pots near Boscombe pier. It is mysterious how the tropical fish reached the south coast.

PLANS FOR shark fishing expeditions for mullers are being made in view of the winter sharks seen around the Hightlife - Christchurch area. Professional fishermen will run the trips. A porbeagle half the length of a 30ft. lobster boat was seen to leap out of the water last weekend.

MPs CONDUCTING the Parliamentary inquiry into the fishing industry are now concentrating on the 1975 safety rules provisions. On Wednesday they were visiting Brixham, but next Wednesday they will take evidence in the Commons once again.

THE IRISH beamer *Morris Jacob* has averaged nearly £100 a kit for her catch. The former Dutch craft landed only 54 kits at Fleetwood last week, but this included more than 30 of soles, which resulted in a grossing of £5,337.

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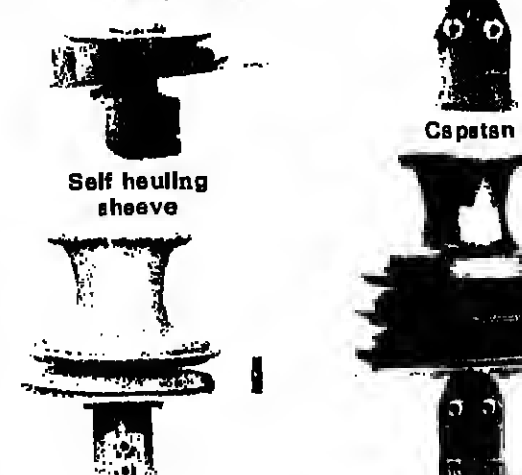
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wesmar news

WESMAR SEES WHERE TO DRAG

David L. Burnham, a dragger out of Kenne Bunkport, Maine, uses a WESMAR scanning sonar aboard his CAPTAIN JIM to "see" the bottom conditions ahead of his net. "Unlike some areas," he explained, "the waters out here contain a limited number of open areas where the bottom is ideal for trawling. Even in the good areas there are large rocks scattered throughout that will easily damage your gear if run over."

Dave uses his sonar to help him see the outline of edges and to locate obstacles. "I have to watch the sonar screen closely and listen to the speaker carefully," he said, "but I can get into areas where others dare not drag. I'd feel very uncomfortable fishing without my sonar."

"Scanning ahead with the WESMAR lets you see where you're going, making your drag smoother and resulting in greater catches," said Burnham.

After fitting, Sandy fished the sonar herring season off the northwest coast of England. "WESMAR sonar paid for itself the first week of herring fishing in Whitley waters," Sandy stated.

His partner boat, the *VISION*, skippered by Donald Pennington, has also installed a WESMAR. They have developed a formula for successful fishing by using their sonar to distinguish between hard and soft bottom. "We are now able to catch herring where otherwise we would be un-

able to shoot a net," Sandy said.

With each boat simultaneously checking the contour of the bottom with the sonar, they avoid pin-nacles and obstructions which could damage their nets and cost valuable fishing time. "Not only are we able to detect the schools," said Sandy, "we can also save ourselves costly damage to nets. Fishing boats need WESMAR."

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Blue ling bonanza for flying French

JULIEN QUERE (LO 340485), one of France's newest and most sophisticated trawlers, made a very successful maiden trip to Grimsby last week.

She had a large catch of blue ling taken in the deep waters between Orkney and Ferore.

The five-month-old stern trawler was brought to Grimsby by agents, Boston Deep Sea Fisheries, by arrangement with the British Producers' Organisation.

She was so well received by fish merchants and processors that Boston brought two more blue ling trips to Grimsby this week — the French ships *Thierry Pascal* and *Captain Cook*.

The catch of 1,821 kits, including 1,774 kits of blue ling, sold for £48,031, easily the best-ever blue ling trip landed at the south Humber port.

The bidding for the beautifully kept fish, which is a distant relative of the cod family and can be used in a wide variety of ways, was brisk and almost reached £30 for some squares.

It averaged out at just over £26 per kit, which is a more than suitable alternative for cod — especially for the processors — was quite a bargain.

The 174ft. *Julien Quere* was completed in Diapys at the end of last year for Jago Quere & Co. Ltd. of Lorient. She is just one of a number of advanced trawlers built and building in Ostend and Dieppe for Monsieur Jean Maurice Besnard, who owns and manages much of the Lorient fleet.

They are rigged for a number of fishing roles and are highly automated. The automated engine room is equipped to Bureau Veritas classification standards.

Crew accommodation is first rate. The Lorient fleet operates a rota system with a new crew always ready to take out vessels as soon as they have discharged and reprovisioned.

This cuts down time in port between trips and increases the efficiency of each vessel.

After her 16-day trip on blue ling, the crew was flown back to France and a replacement crew flew in, so *Julien Quere* was back at sea well within 36 hours.

Following the success of the 'Flying Frenchmen' on blue ling, many merchants were wondering why the local effort has been such a flop.

A spokesman for Boston told *Fishing News*: "Our vessels, especially the side trawlers, just do not have the power as blue ling is found in very deep water."

Recalling some of the stories which appeared in our columns this week 50 years ago.

MAY 14, 1927

FORTY Lowestoft, Ramsgate and Yarmouth drifters fishing for sole from Fleetwood. Moracamba Bay catches are good.

GRIMSBY lifeboat station closes after 60 years. New motor lifeboat stationed at Spurn Point.

SECOND engineer of Hull trawler *Chrysolite* injured by shrapnel while trying to salvage brass fittings from two mines.

NEWINGTON Steam Trawler Co. pays out £375 under Workmen's Compensation Act after 10-year-old deckhand is lost at sea.

400 KITS from Grimsby steam trawler *Offa* con-



Below: *Julien Quere* at Grimsby last week to land her 1,774 kits of blue ling. Her owners flew in another crew, so the ship was soon back at sea fishing. The crew that brought her to Grimsby went home in haste.

ling, many merchants were wondering why the local effort has been such a flop.

A spokesman for Boston told *Fishing News*: "Our vessels, especially the side trawlers, just do not have the power as blue ling is found in very deep water."

Brettell's big haul

TWO TRAWLER landings at Hull on Monday were the port's first for a week. *BUT*'s *Ross Orion* (Skipper G. B. Boyce) made £65,089 for 2,078 kits after a 25-day trip to Greenland.

Hamling's *St. Gerontius* (Skipper T. Sawyers) realised £59,019 for 2,134 kits caught in a 22-day trip to the Norwegian coast.

There was also a turn out of 200 kits from the North Sea seiner *Viborg* and she grossed £5,845 after a 22-day trip.

Haddock was in very short supply, however. *St. Gerontius* had only nine kits and *Ross Orion* four kits.

Newington's *Hammond Innes* started to discharge a giant catch from Bear Island on Wednesday. Some 1360 kits worth £37,411 were brought ashore, with the remainder to sell on Thursday (yesterday).

Estimates early in the week put the haul, by Skipper Brettell and his crew, in the region of 2,700 kits, including 1,300 kits of red fish.

50 years ago

damned. Bad weather delayed her trip back from the Newfoundland grounds.

NEW 62FT. Dutch lifeboat has 'unique self-righting' tank. She took 100 seconds to right herself during trials.

WILL of Manx fisherman found on waterlogged boat. *Playmate* in first sea causes a scare. Mystery cleared up when steamer skipper says he saved the crew.

INSIDE LINE

BACK IN the 1930s, when fish meal at £11 a ton was your own transport. So country was made to catch that much.

market simply did was a good deal. In catching power by the mid-water pair boat drift trawlers.

One could hardly them — they would beach in open boats could not pull-trawl in deeper water, and the reason the trawlers in the North Sea and the Fundy — or to the Kent and Essex.

Their argument in the gillnet was based on selection by mesh size. No loss of small fish, and it's all too easy they took fish by the gillnet. The stock in a couple trawlers took it by the gillnet.

On this basis, the gillnet made a case up. Trawlers should have enough to resist. But that common sense trawlers could only limited amount to the gillnet long-term, as went on the fields of fishermen have found.

Back to the drift net. Particularly interesting is the fact that in the Thames Estuary, where the gillnet versus pair trawl argument began in 1949, the pair trawlers are using drift nets to take their share of the Estuary's spool quote of in-shore herring.

Nets have been known to sink in ten minutes' fishing in a few fathoms — with no trawl damage to the spawning

grounds, no heavy fuel consumption and no small fish to spoil the sample. More important in the long run perhaps, there have been no boats with decks swash to flood the market and kill the price.

I suppose a return to the gillnet would be welcomed by certain lobstermen off the Yorkshire coast, where trawlers have followed fish close inshore among the pots. Bad enough to have your pots dragged for miles, but when the trawlers come back with a few boxes of lobsters apace, caught in the trawl on the lobster grounds, then it's hard to keep smiling if you're a lobsterman.

The fact that it has been happening for years is no excuse. In Canada, Soviet trawlers have paid heavy compensation while in Norwegian boats have been protected from the trawlers by seasonally closing off the areas affected. One doesn't hear of Norwegian trawlers marching on Oslo, or maybe the idea has some merit. As things stand now, the potter can't win. HSN.

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HAULING CREELS AT HIGH SPEED

'WE HAVE HEARD that some lobster fishermen on the East Coast have developed a method of hauling their pots or creels at high speed by hand.

"We should be grateful for any information you can send us about the pots they use and how they haul them."

A method to which you may refer has been perfected by Aldersburgh longshore fishermen who use creels developed from traditional East Coasters, but which now hardly resemble them.

They are made of tin. Iron bars welded together to form a 2 x 1in. mesh and are rectangular in shape. They are 36in. long, 15in. wide and 12in. high with two flat iron bars braced lengthwise along the edges of the bottom to give each a total weight of 28lb.

Attached to the base of each creel at one end are approximately five fathoms of 1 1/2in. circumference polythene and 10 fm. of 1 1/2in. tarred sisal line, with flat oval cork attached every 3ft. or so.

The creels are laid 30-40 yards apart in rows of 15 in depths of about five fathoms. Small dan buoys are attached to the lines of creels at the ends of each row; otherwise corks are the only floats used. Distance between rows is 20-30 yards.

Let us suppose that 60 creels have been laid in four rows of 15, each on an east-west line, and that the last of the abh is running in a southerly direction when they are to be cleared.

The procedure would be to recover the cork line of the creel at the south-east corner of the ground first.

The boat would then be headed roughly N. x E. to pick up the line, North while the creel is being hauled, and then swung round to port while clearing and re-hauling.

Courses is South for perhaps 30 seconds, parallel to the cork line of the next creel, and then the boat is swung around.

When she is heading N. x E. again, the re-baited creel is put over the side and a second creel No. 2 is picked up.

This procedure is followed along the first row of creels from an east to west direction; along the second row from west to east; and so on until the last creel, in the north-east corner, has been re-laid.

On conclusion of the exercise, creels have been re-laid in four rows, each 20-30 yards south of its original position. I once observed 80 creels, laid on a patch of stony ground, cleared by two men in this way. The catch was not particularly heavy — there being more crabs in it than lobsters. Bait consisted of whole salt herring.

Time taken from start to finish was two hours — an average of 90 seconds to haul, then swung round to port while clearing and re-hauling.

Time taken from start to finish was two hours — an average of 90 seconds to haul, then swung round to port while clearing and re-hauling.

John Burgess' Log



Steel V-doors: pros and cons

'WE ARE FITTING out a 36ft. boat, in which we have installed a 60-hp engine, for stern trawling.

We were intending using ordinary iron-bound wooden doors or otterboards but were told that we would find steel V-door will serve in place of two V-form otterboards more satisfactory in the long run.

"Do you think this is a fact?"

Not knowing what sort of grounds you propose to work, I won't hazard an opinion. But the following points may help you.

Some skippers have found all-steel V-doors an improvement on conventional ones; others the reverse. And it is clear that although they possess advantages for use by some vessels on some types of ground, they are not universally superior to conventional doors.

Principal merits are that less power is required to tow them, they do not get muddled up and they will surmount obstacles on the seabed which would snag conventional doors. Also boats' topdecks do not receive such a bashing as with conventional doors.

If you want windows which are strong and serviceable; not expensive glamorous affairs designed for floating gin palaces. Can you recommend a source of supply?"

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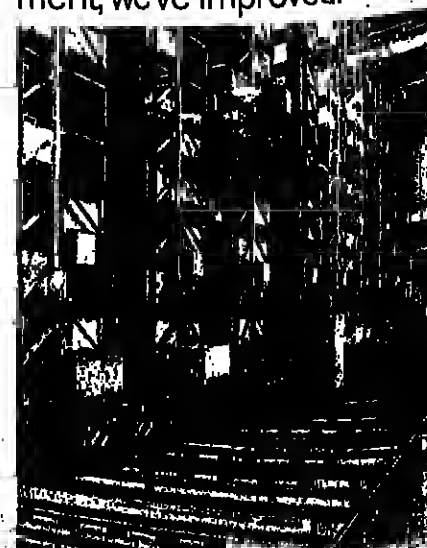
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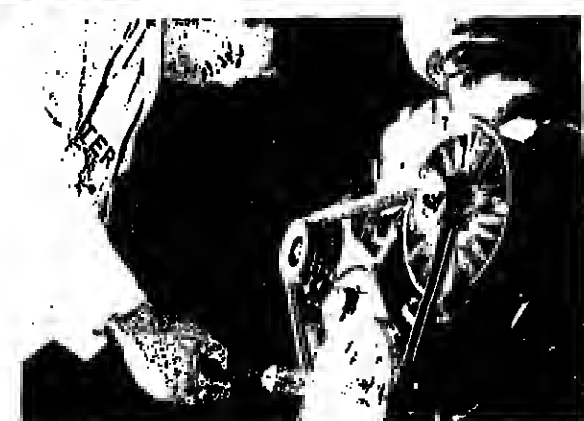


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*Fishing News International MARCH 1977

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TRAWL WINCHES AND NET DRUMS

Catches and Prices

TOP LANDINGS LAST WEEK

GRIMSBY

Distant water

£43,338: *Boston Phantom*, Boston (Sk. W. Nutton), 1,497k, WS, 26 days.
 £41,354: *Barnesley Consol* (Sk. J. Hadson), 1,281k, WS, 24 days.
 £39,049: *Huddersfield Town Consol* (Sk. F. Kirby), 1,181k, WS, 28 days.
 £33,076: *Natts Forest Consol* (Sk. G. Mussall), 1,001k, WS, 25 days.

Middle water

£23,992: *Ross Jaguar BUT* (Sk. D. Speck), 776k, W, 17 days.
 £22,480: *Ogana Taylor* (Sk. R. Penketh), 753k, W, 18 days.
 £19,326: *Ross Panther BUT* (Sk. W. Stokes), 667k, W, 15 days.
 £19,267: *Ross Tiger BUT* (Sk. D. Avery), 742k, W, 15 days.
 £18,582: *Ross Lynx BUT* (Sk. D. Cooper), 649k, W, 15 days.

North Sea

£8,350: *Lofoten Lindsay* (Sk. A. Histon), 270k, NS, 13 days.
 £6,912: *Lemberg Lindsey* (Sk. H. Pexman), 244k, NS, 12 days.

Selmers

£7,730: *Bekimael Consol* (Sk. A. Bojen), 198 k, NS, 16 days.
 £7,307: *Rosamine Chapman* (Sk. V. Thomsen), 238 k, NS, 17 days.
 £6,693: *Iyska Richardson* (Sk. D. Sorenson), 175 k, NS, 17 days.
 £6,478: *Bellona Consol* (Sk. A. Thinnesen), 247 k, NS, 17 days.
 £6,413: *Island Sleight* (Sk. T. Potter), 259 k, NS, 14 days.
 £6,387: *Martin Narman*, Slight (Sk. N. Herd), 245 k, NS, 14 days.
 £6,285: *Gillian Chsman* (Sk. B. Andersen), 187 k, NS, 17 days.
 £6,153: *Edlei Dsnbrit* (Sk. L. Gravsson), 188 k, NS, 17 days.

Pair teams

£26,119: *Margrethe Bojen* (Sk. Jens Bojen), 725 k, and £21,630: *Frances Bojen* (Sk. J. Richardson), 612 k, both John R., NS, 10 days.
 £18,166: *Carl Borum* (Sk. G. Rilsy), 613 k, and £21,630: *Jacqueline Barum* (Sk. J. Borum), 493 k, both Danbrit, W, 19 days.

HUMBER VESSELS DUE

GRIMSBY

Expected during the week from White Sea: *Aldershot, Bloxburn, Rogers, Lord Jellicoe, Volesau*. From Bear Island and Norway Coast: *William Witherforce*. From Faroe and Westar: *Brimo, Ogana, Okina, Ross Ciel*.

Ross June, Ross Leopard, Ross Jaguar, Tokyo.

Expected during the week from White Sea and Norway Coast: *Arctic Rebel, Ross Canaveral, Ross Sirius, Ross Trafalgar, St. Dominic, St. Giles*.

PORT MARKETS

FRIDAY, MAY 6

1,061 boxes mainly from Hovth and Killybegs met a fair demand. Prices: salmon, £2/2.11; lobster, £1.60/£2.55; prawns, £1.50; trout, £1.25/£1.55; white sole, 6/8p; black sole, 21; alps, 35p; brill, 20p/30p; turbot, 25p/£1; dabs, 5p/8p; cod, 18p/20p; codling, 10p/17p; black pollack, 13p; white pollack, 16p/18p; whiting, 11p/16p; lemon sole, 10p/12p; haddock, 11p/12p; plaice, 6p/26p; small lots, 17p/18p; per rockfish, £2/£2.80; lemon sole, £2/£2.80; reds, £1.20/£1.50; per stone.

MONDAY, MAY 9

A good supply of 5,670 kts from 14 boats met a good demand. Prices: shell cod, £3.20/£3.80; codling, £3/£3.50; large haddock, £3.50; small, £1.80/£2.50; medium plaice, £2.30/£4.10; bass, £1.50/£2.40; large skinned whiting, £1.60/£1.80; small, £1.40/£1.60; medium, £1.20/£1.40; dogfish, £4.80; medium, £3.20.

rockfish, £2/£2.80; lemon sole, £2/£2.80; reds, £1.20/£1.50; per stone.

4,407 kts from two distant water vessels and one North Sea sealer. Price ranges per 100k kts, heads on, first sales: shell cod, £3.20/£3.75; average £3.38/101; bulk, £2.50/£3.25; (230); shell codling, £2.50/£3.4; (31.15); shell haddock, £2.2/£2.7; 26 (29.80); codley, £1.75/20; bergylle, £1.2/£1.70; (14.70); plaice, £2.2/£2.5; 25 (26.50); halibut, £50/£73 (50).

FLEETWOOD
 Prices: Bogliab shell cod, £2.2/£2.7; plaice, £2.2/£3.1; haddock, £2.2/£3.6; maglin £1.50/£2.0; ling £1.5/£2.5; haka £30/£34; cod fish £20/£26; dogfish £11/£14; monkfish £26/£34; roker £14/£36; whiting £21/£28; gurnard £22/£26; per 100k kts.

MILFORD HAVEN
 251 kts from two boats. Prices: large cod, £3.20/£3.80; medium haddock, £3.0; large plaice, £3.50; medium, £3.0; small, £1.0/£1.40; turbot, £1.00; small, £1.60/£1.80; lemon, £1.50/£2.00; small, £1.20/£1.40; alps, £1.20; Dover sole, £1.20; alps, £1.20.

NEWLYN
 Prices: pollack, £8.50; large plaice, £4.50; medium, £4; small, £3.1; large lemon sole, £8.50; medium, £5.50; small, £3; large

£11,000: *Boston Mariner*, Boston (Sk. J. Williams), 400 k, NS, 12 days.
 £10,928: *Boston Shackleton*, Boston (Sk. A. Jenner), 407 k, NS, 12 days.
 £10,690: *Boston Sea Knight*, Boston (Sk. A. Lincoln), 334 k, NS, 10 days.

NORTH SHIELDS

£19,902: *Ben Strome*, Irvin (Sk. A. Longhorn), 47,052kg, F, 15 days.
 £11,171: *Ben Glas*, Irvin (Sk. S. Shsrdier), 25,910kg, NS, 12 days.
 £8,120: *Christine Nielsen* (Sk. C. Ellis), 22,910kg, NS, 3 days.
 £5,630: *Fisher Rose*, Irvin (Sk. R. Clark), 11,103kg, NS, 2 days.
 £3,687: *Star of Hope*, AF (Sk. P. Jarron), 10,086kg, NS, 3 days.
 £2,947: *Sedulous*, AF (Sk. R. McBain), 5,777kg, NS, 2 days.
 £2,488: *Emulate*, AF (Sk. A. Wyse), 5,221kg, NS, 3 days.
 £2,106: *Nimrod*, AF (Sk. R. Cason), 5,472kg, NS, 3 days.
 £1,963: *Bishop Burton*, Newington (Sk. T. Fairley), 4,197kg, NS, 3 days.
 £1,304: *Burtan Lansdale*, Newington (Sk. J. Lota), 3,262kg, NS, 3 days.

Pair teams

£3,989: *Nova Spero* (Sk. D. Fairnsy) and *Stardust* (Sk. W. Fairney), 9,332kg, both AF, NS, 3 days.
 £3,180: *Golden Venture* and *Jean Scott*, 5,611kg, both AF, NS, 3 days.

GRANTON

£24,239: *Arctic Brigand*, Liston (Sk. A. Wood), 1,078k, NS, 13 days.
 £14,786: *Arctic Crusader*, Liston (Sk. P. Wanless), 739k, NS, 13 days.

MILFORD HAVEN

£4,670: *Picton Sea Eagle*, Norrard (Sk. R. Foster), 135 k, 14 days.
 £4,413: *Bryher*, Norrard (Sk. A. James), 125 k, 13 days.
 £3,881: *Brenda Wilson*, James (Sk. R. Eysing), 104 k, 13 days.
 £2,761: *Westerdale*, Linke (Sk. B. Linke), 75 k, 13 days.
 £1,681: *Arthur Harvey* (Sk. J. Donovan), 44 k, 9 days.

KEY: BI Bear Islands; DW distant water; F Faroe Islands; G Greenland; HW home water; I Iceland; IS Irish Sea; NC Norway Coast; NFL Newfoundland; NS North Sea; R Rockall; S Shetland; W Westarles; WC West Coast; WS White Sea. Sk Skipper; k kts; c cwt; kg kilo.

DOVER sole, £17; medium, £14; small, £10; squid, £5.50; monkfish, £5.50; skate, £1; large ray, £1.50; medium, £2.50; small, £1; turbot, £18; cod, £3.50/£4.1; haddock, £1.40; ling, £2.00; large ringer cod, £1.80; medium, £1; small, £1.50; large hake, £5; medium, £5; small, £1.80; brill, £7; large John Dory, £12; medium, £5.50; per stone.

THURSDAY, MAY 10

382 tonnes from 16 boats. Prices (Faroe and North Sea): cod, £2.4/£2.1; large codling, £2.0/£1.0; medium, £2.8/£3.0; small, £2.5/£2.8; ling, £2.0/£2.4; saithe, £1.10/£1.80; large haddock, £2.3/£3.1; small, £1.4/£2.2; whiting, £1.5/£2.3; lemon sole, £1.6/£2.0; plaice, £1.8/£3.3; turbot, £11.0/£12.0; per cwt; halibut, £1/£2.0; per stone. (Barants Sea): large codling, £2.1.80/£2.5.00; medium, £2.5.00/£2.8.00; small, £2.1/£2.3.00; extra large haddock, £2.1/£2.3.00; medium, £1.7/£1.7.00; rolfish, £1.8/£1.9.00; per cwt; salmon, £2.25/£2.31; grilse, £2.45; trout, £1.10/£1.25; per lb.

LOWESTOFT
 Prices: cod, £2.1/£1.4; large plaice, £2.2/£1.4; medium, £2.8/£3.6; small, £2.3/£2.6; codling, £3.4/£4.8; small haddock, £1.8/£2.5; small haddock, £1.8/£2.5; large turbot, £1.40/£1.70; small, £0.8/£1.0; whiting £1.0/£1.8; lemon sole, £1.6/£2.0; Dover sole, £1.00; alps, £1.70/£1.80; brill, £5.0; flats, £2.2/£2.5; monkfish, £7.0; cat fish, £2.2/£2.4; per 100k kts.

NORTH SHIELDS
 Prices: cod and spruce, £2.5/£2.0; medium codling, £2.3/£2.7; small, £2.0/£2.1.75; selected small haddock, £1.8/£2.1.75; small, £1.4/£1.8; whiting, £1.1/£1.5; lemon sole, £1.6/£2.0; plaice, £1.0/£2.0; per 40 kts unit.

PETERHEAD
 3,837 tonnes from 21 boats. Prices: cod/codling, £1.20/£3.00.

BILLINGSGATE

ON THURSDAY 225 tons were delivered. Average selling prices on unchurned, whole salmon, English, £2.10/£2.50; Scotch, £2.10/£2.50; Irish, £2.10/£2.50; salmon trout, £1.25/£1.75; sole, £0.90/£0.90; medium, £0.90/£1.45; large, £1.10/£1.30; eels, £0.9/£1.20; foreign smoked salmon, £3.00/£3.00; large turbot, £18.20/£10.00; medium, £8.40/£14; small, £5.60/£6.40; large brill, £7.60/£40; medium, £4.80/£7; small, £4.20/£4.90; Danish plaice, £16.2/£16; large, £16.2/£16; medium, £12.80/£15.40; small, £11.20/£12.60; selected lemon sole, £5/£8; large whiting, £3/£3.50; small, £2.50/£3; headless home water cod, £6.80/£8; fillets, shell cod, £7.80/£8.50; bulk, £7/£7.60; codfish, £3.50/£4.50; £5.10/£5.60; home water haddock, £2.50/£3; kit, £2.50/£3; gibbers, £4/£4.50; selected whiting, £3.20/£4; small, £2.60/£3.20; small English dogfish, £2.60/£3.80; large, £4.50/£5; mackerel, £5/£4; fresh herrings, £3.50/£4.20; London cutlets, £4/£4.50; golden cutlets, £7; filleted kippers, £4/£5; selected kippers, £5.50; grey mullet, £5.00/£6.30; bass, £21/£22.40; squid, £7.50/£8; monkfish, £9/£10; per stone.

RETAIL PRICES
 AVERAGE estimated prices on Tuesday, supplied by the National Association of Fishmongers, London. Prices of fish sold on the bill, 6p; plaice, 6p; haddock, 6p; cod, 6p; turbot, 6p; salmon, 6p; monkfish, 6p; squid, 6p; shellfish, 6p; small fish, 6p; large fish, 6p; per 100k kts.

FRIDAY, MAY 10
 Prices: pollack, £8.50; large plaice, £4.50; medium, £4; small, £3.1; large lemon sole, £8.50; medium, £5.50; small, £3; large

SELECTED
 Prices: pollack, £8.50; large plaice, £4.50; medium, £4; small, £3.1; large lemon sole, £8.50; medium, £5.50; small, £3; large

SHLEFISH
 Prices: pollack, £8.50; large plaice, £4.50; medium, £4; small, £3.1; large lemon sole, £8.50; medium, £5.50; small, £3; large

Whalsay, the island, is to be lengthened — again.

Built at the K. Melkvoort yard, Holland, in 1972, Azalea was originally 87ft long. In 1974 she was lengthened by 13ft to allow chilled seawater tanks to be fitted.

Later this year she will go back to the Hakvoort yard to have a further 9ft inserted amidships. This will allow

Navy pumps save boat

THE 29-ton Grimeby pair trawler *Grenoa Star* (Skipper Borge Host) was close to sinking 78 miles off the Tyne on Wednesday last week following a minor engine room explosion.

She began taking water and the timely arrival of the *HMCS Achille* with powerful pumps saved her. *Grenoa Star*.

She was six days out with her partner *Grenoa Pearl* (Skipper Melvin MacDuff) when the explosion took place late on the Thursday.

Immediately a distress call was put out and Cullercoats Radio alerted shipping. *Aboard Grenoa Star*, however, there was a whole chapter of misfortune with things going from bad to worse.

At first it was thought the auxiliary pumps would cope, with the main engine at a standstill, but the pump could not control the water gushing into the vessel and she was soon overwhelmed. Next, the hand pump machinery on deck was put out of action and the crew was reduced to bailing.

Meanwhile, Cullercoats Radio had contacted HMS *Achille* and the Frigate began a desperate dash to the vessel. Shortly after 1 am HMS *Achille* arrived to find *Grenoa Star* listing badly and her crew expecting the submarine bulkhead to snap — the signal to transfer to

back to Grimsby by Jovite.

No one was injured and later *Grenoa Star*, with fairly extensive damage, was towed back to Grimsby by Jovite.

Also in trouble at sea last week was the inshore trawler *Jilannon*. She caught fire 100 miles off the Humber last Friday.

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three fish tanks, and also the fuel oil tanks, to be enlarged. A Promac refrigeration plant is to be fitted to circulate refrigerated seawater through the fish tanks.

Skipper-owner, Joseph Simpson, said that the RSW system will keep herring in better condition. "We must make the most of the few herring we are allowed to catch," he said.

A Lister auxiliary engine is to be fitted to drive the compressor for the refrigeration

plant, and the tanks will have capacity for about 1,000 units of herring.

Azalea is also to be fitted with a larger propulsion engine. Her existing 565 hp unit will be replaced by a Mirlees Blackstone engine developing 1,000 hp.

The fuel tanks are being lengthened to give a total capacity of 5,000 gallons.

Azalea joined in the lucrative herring fishing around the Shetlands last winter, but has recently been tied up for a few weeks to have her nets repaired.

She is now to look for meckler and aprats. The RSW system will also keep meckler in better condition.

survey reports as niggling detail, but Malcolm Service, assistant secretary, Marine Division, DoT, said that complaints about reports being niggling had been investigated and did not stand up.

Stanley Clinton Davis, Under-Secretary of State for Shipping, has agreed to meet fishermen and surveyors to discuss a debate on the safety rules in the House of Commons on Wednesday. At one stage in the debate, Mr. Davis was pressed to drop the rules for inshore boats altogether.

The resignation was revealed when Neville Trotter (Con, Tynemouth) was asking Mr. Archer what proposals the Department of Trade had for compensation for people forced out of business.

Mr. Archer: None. Mr. Trotter: Why? Mr. Archer: We hope people will not be forced out of business. There are many instances in which people are unable to comply with safety regulations. I am advised that the whole question of compensation is an extremely difficult matter.

In a further reply he said that they had no proposals and that it was perhaps more a question for the fisheries departments.

Mr. Trotter: What can you do with a fishing vessel which is not allowed to go to fish? Mr. Archer said that that was one of the reasons Mr. Tople was going to Erixham.

"There will inevitably be cases where one cannot bring a vessel up to standard." Vessels which were manifestly unsafe had been fishing and it was that kind of thing which the rules intended to deal with.

Mr. Trotter: Are you prepared to consider being more flexible? Mr. Archer: We shall look at all these hard cases but we cannot agree to allow people to carry on this dangerous fishing in vessels which are manifestly unsafe.

Hamish Watt, (SNP, Benff) said that fishermen regarded 75 per cent of the

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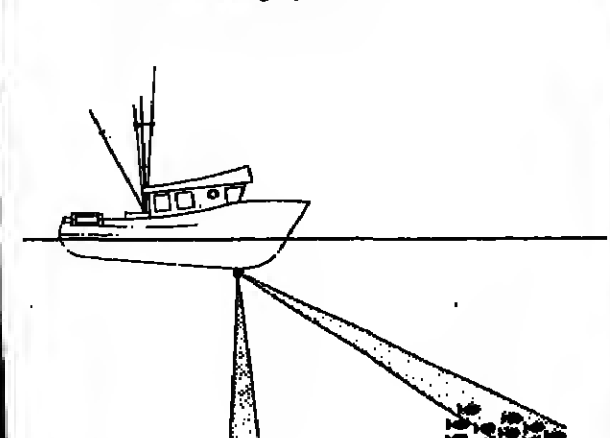
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HADDOCK ORDER IN FORCE

AN ORDER restricting to 12 cwt the amount of ungutted haddock which can be landed in the United Kingdom after any one voyage was laid before Parliament on May 6.

The Order is designed to curtail the current high level of haddock landings, and came into effect on Monday. The Order is the Haddock (Restrictions on Landing) Order 1977 (SI 1977 No 7811).

Copies are available from HMSO price 25p (by post 31p).

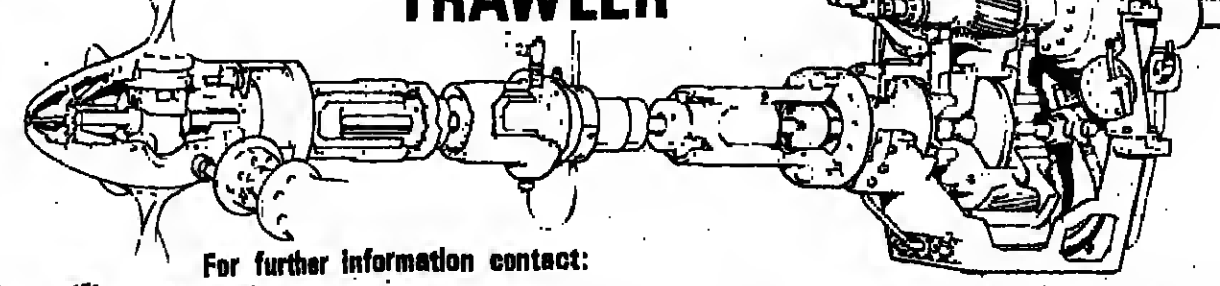
ORGANISATIONS or individuals who want to give evidence to the Trade and Industry Sub-committee of the Expenditure Committee should make contact as soon as possible with Robert Rogers, the clerk to the sub-committee, at the House of Commons, London SW1.

Telephone 01 219 3263, 01 219 5484 or 01 219 3265.

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